

LOUISVILLE DAILY COURIER.

VOLUME 28.

LOUISVILLE COURIER
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UNDER THE STYLE OF
HALDEMAN & DURRETT,
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TERMS OF ADVERTISING

One square (\$10 less postage) or less, one line, \$1.00.
One square each additional insertion, .95.
One square two months, .75.
One square three months, .70.
One square twelve months, .60.
Each additional square month \$7.50, forwarded.
One square changeable weekly \$40; twice a week, \$50.
One square changeable weekly, six months \$50; for
each additional square month, \$10, to be charged at the rate of
one cent per line.
Advertisements kept on the inside of the paper
The privilege of advertising will be accorded rigidly to regular business, and all other advertisements to persons pertaining to their regular business, to be paid
for the first insertion, and it counts for each subsequent insertion, and no abatement for length or time.
Exemptions of advertisements will be charged proportionately to the space contracted for.

INSURANCE.

THOS. S. KENNEDY & BRO., GENERAL INSURANCE AGENTS,
Office over Mark & Downs, South side Main street, bet. Fourth and Fifth, LOUISVILLE, KY.

NIKE, Life, Cargo, and Steamboat Hull Risks, taken in the following responsible and active offices, from the Agent of State to transact business in Kentucky, under the new Insurance Law of the State.

MUTUAL LIFE INSURANCE CO. of New York.
Cash Capital, \$1,000,000.
F. D. WINSTON, President.

ASSOCIATED LIFE & ACCIDENT INSURANCE CO. SECRETARY.

The Assured participate in the Profits.

CONTINENTAL INSURANCE COMPANY,
No. 15 Wall street, New York. \$600,000.

GEORGE T. HOWE, President.

H. H. LAMPE, Secretary.

The Assured participate in the Profits.

NORTH AMERICAN FIRE INSURANCE CO.,
No. 6 Wall street, New York. (\$1,000,000.)

JOHN W. OTIS, Pres. E. W. BLICKER, Secy.

INSURANCE CO. OF THE VALLEY OF VA., Winchester.

J. A. GARNER, Pres. W. M. LENT, Secy.

CITY FIRE INSURANCE COMPANY,
New Haven, Conn.

Chartered Capital, \$500,000.
Paid in Capital, \$200,000.

WELLS SOUTHWORTH, Pres. J. T. BARBOCQ, Vice Pres.

GEO. H. SORANTON, Secy.

HUMBOLDT FIRE INSURANCE COMPANY,
No. 17 William street, New York.

STEPHEN C. WHEELER, Secy.

FULTON FIRE INSURANCE COMPANY,
No. 10 Wall street, New York.

G. S. RUSSELL, Secy.

COMMONWEALTH FIRE INSURANCE COMPANY,
No. 6 Wall street, New York.

W. M. COBB, Pres. JAS. M. RANKIN, Secy.

As the duly authorized Agents of the above-named Insurance Companies, we are prepared to effect all kinds of Insurance, the most favorable terms, and Life, including Insurance upon the lives of Slaves engaged in any kind of employment, and also promptly and liberally adjust all

losses, etc.

louisville, Ky.

\$500,000.

FIRE INSURANCE!

BY JOHN MUIR.

PHOENIX FIRE INSURANCE COMP'Y

No. 9 Wall street, New York.

Capital and Surplus, \$200,000.

MONTAUK FIRE INSURANCE CO.

No. 50 Wall street, New York.

Capital and Surplus, \$154,000.

ATLANTIC FIRE INSURANCE CO.

No. 18 Wall street, New York.

Capital and Surplus, \$200,000.

SECURITY LIFE INSURANCE CO. OF PENN.

A. WILEY, Jr., Ass't Secy.

CITIZENS' UNION INSURANCE CO. OF PENN.

A. WILEY, Jr., Ass't Secy.

CAPITAL & SURPLUS, \$200,000.

SHAWNEE FIRE INSURANCE CO.

No. 10 Wall street, New York.

Capital and Surplus, \$200,000.

THE UNDERWRITER INSURANCE CO.

No. 50 Wall street, NEW YORK.

Capital and Surplus, \$250,000.

PARK FIRE INSURANCE COMPANY,

No. 50 Wall street, NEW YORK.

Capital and Surplus, \$250,000.

FULTON FIRE INSURANCE COMPANY,

No. 10 Wall street, NEW YORK.

Capital and Surplus, \$215,000.

WM. A. COBB, Pres.

JAS. M. RANKIN, Secy.

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louisville, Ky.

\$200,000.

JOHN MUIR, Pres.

AMERICAN INSURANCE COMPANY

OF LOUISVILLE, KY.

Chartered Capital, \$500,000.

Paid in and Secured, \$100,000.

This Company is now organized and ready to engage in a general Marine and Fire Insurance business at the lowest rates.

Office No. 516 north side Main street, opposite the Bank of Louisville, over the Agricultural store of G. W. Barclay.

JOSEPH K. BELL, President.

HERRY DAVIS, Secretary.

DIRECTORS:

John E. Bell, Wm. Strode, John H. Hoffman, Marshall Haller, John C. Anderson, Wm. Davis, Wm. Watkins.

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TERMS OF SUBSCRIPTION.
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Weekly Courier..... \$3 00
Two copies \$8; four copies \$10; ten copies \$15; twenty copies \$20.
No paper ever sent unless paid for in advance.

See first column on first page for particulars as to advertising.

STATE ELECTION, AUGUST 1, 1859.

DEMOCRATIC NOMINATIONS

FOR GOVERNOR,
HON. BIRIAH MAGOFFIN, of Mercer.

LIEUT. GOVERNOR,
HON. LINN BOYD, of McCracken.

AUDITOR,
GRANT GREENE, of Henderson.

TREASURER,
JAMES H. GARRARD, of Franklin.

SUPERINTENDENT PUBLIC INSTRUCTION,
ROBERT RICHARDSON, of Kenton.

REGISTER LAND OFFICE,
THOMAS J. FRAZER, of Breathitt.

PRESIDENT BOARD INTERNAL IMPROVEMENTS,
JAMES P. BATES, of Barron.

ATTORNEY GENERAL
A. J. JAMES, of Franklin.

FOR CONGRESS—SEVENTH DISTRICT,
COL THOS. H. HOLT, of Louisville.

LOUISVILLE:

MONDAY..... JUNE 13, 1859.

Reading Matter on Every Page.

Democratic Meeting.

There will be a meeting of the Democracy of Jefferson county, and the Seventh and Eighth Wards of the city of Louisville, at Jeffersonton, on Saturday, the 25th inst., for the purpose of nominating candidates for the State Legislature. A general attendance of the party is desired.

Improvement of the Falls of the Ohio.

The Cincinnati Daily Gazette of the 7th inst. takes up the cudgels in favor of the improvement of navigation at the falls.

We approve, in the main, of all the Gazzette says except that portion of its article where it speaks in favor of two canals, on the ground that the present canal, with its proposed enlargement, will be insufficient to accommodate the trade of the Ohio river, provided that trade shall be properly fostered and encouraged by the General Government. We agree with the Gazzette, that the navigation of the river should be free from obstruction and taxes; and if the Government would promptly remove the hindrance to the navigation, made by the rapids here, which the present canal is no longer capable of doing, by causing it to be speedily enlarged and reconstructed, and adapting it to the present and future wants of the Ohio river trade, and placing the tolls, at as low a figure as will consist with its efficient working, and its preservation in first-rate repair, we shall be at a loss to know what other fostering or care could be extended to it by the General Government.

From a review of the decision, we discover the assertion of the following great principles of doctrine:

1. That slaves are recognized by the Constitution of the United States in the character of persons.

2. That slaves are represented in Congress as persons.

3. That as persons, they are, in many instances, at least subject to certain disabilities and invested with the rights corresponding to those disabilities, in the same way that other persons are.

4. That among these disabilities are those which render them amenable to trial and punishment for crimes, and legal damages and among these rights, is the right of legal protection against personal injury.

5. That the Constitution of the United States also provides as follows:

"As property, the rights of owners are entitled to the protection of the law," i. e. the laws of the United States, enacted by Congress.

The entire decision, in our view of the matter, with the exception of that part of it which refers to the editor of the Enquirer, who he received immediately from the shoulders of John Marshall—*Richmond Va. Enquirer, June 3d.*

The Democracy of the free States do not dare to admit that there are two, or five canals. What they want—and want at the earliest possible day—is such improvement in the navigation as will enable steamers of all sizes to pass the falls without hindrance or delay, and without the payment of an onerous and unjust tax in the shape of canal tolls. They believe it is all that is wanted by any other portion of the Ohio Valley population. And this most desirable object they think can be attained by widening the present canal to 100 feet, with side basins for boats to pass each other, and constructing a single lock of 400 or 450 feet in length, and of such width that the largest boats constructed, or likely ever to be constructed, in the West, can pass through almost as rapidly as they can navigate any other part of the river. This can be easily done, as shown by the report of a corps of Government engineers, who made the survey a few years since, and can be done at a probable cost of one-third the price of a canal on the other side of the river.

That a canal, nearly straight, one hundred feet wide, and having a greater depth of water than other parts of the river, could be rapidly passed by steamers, and that there would be but little delay at a single lock, such as we have mentioned, are undoubted facts, and that it would be amply sufficient to accommodate the commerce of the Ohio, even if that commerce were duplicated, we think no one can doubt.

With the means already accumulated from tolls on the canal, and the receipts from the present canal until the improvement is completed, a large portion of the work can be done, and the appropriation of a few hundred thousand dollars by the Government, or the issue of bonds payable out of the canal receipts, would soon enable the work to be accomplished, and its benefits rapidly diffused throughout the Western country.

We regard the scheme of cutting a canal on the other side, as futile and senseless, and not deserving of serious consideration. We think it utterly impracticable to raise the money, either by subscriptions of stock, or by Government appropriations. It is said it could not be built for \$5,000,000, and that the work would require from five to ten years to accomplish it, and when done, would be far too expensive for the public to meet the annual expense of maintaining it.

HELMBOLD'S GENUINE PREPARATION.—For diseases of the Bladder, Kidneys, Gravel and Drapery. READ! READ!—"Ye afflicted reader," let the following Certificate of a cure of over twenty years stand:

H. T. HELMBOLD.—Dear Sir: I have been troubled with a disease of the bladder, kidneys, gravel and drapery for over twenty years. I have tried Physicians in vain, at last concluded to give your Genuine Preparation a trial, and was greatly relieved. I am now perfectly well, and not better abused than James Buchanan has been for two years past; nor was Andrew Jackson more generally grieved by all classes of the people than he was by his own act, when he was remembered by his friends, and by their own act, disown our glorious Union. There are very few men even from the North, in Congress, who are bold enough to speak out, and dare to expose the Enquirer misrepresentations. Northern Democrats attempt to frighten timid Southerners into a surrender of their constitutional rights by exaggerating the fanaticism of even the worst men in its own section.—*Mayville Express, 10th.*

President Buchanan.—The popular demonstrations in North Carolina and Virginia, growing out of the presence there of President Buchanan, are certainly as much cannot fail to strike the most careful observer, that however vehemently she may have been in the Opposition press, and by the more virulent press—those taking their tone from personal disappointment with reference to patronage—the parts at least of the South, are given to their hearts. Such verdicts as were thus pronounced from the moment he landed in Virginia on his way to Chapel Hill, up to that time, illustrate the strength of the Southern press.

CHARLES ERNST & CO., 96 Maiden Lane, N. Y.—"I will accomplish all that is claimed for it, and no need fear or mourn the loss of hair, if they will use my Maravilla."

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RIVER INTELLIGENCE

MONDAY JUNE 13, 1859.

BOATS LEAVING TO NEW YORK.

For New Orleans see Steamboat Advertisements.

BOSTON, Cincinnati.

JACOB POE, Anderson Pitts.

MOSES McLELLAN, Erwin, Memphis.

GEN. PIKE, Riley R.

ARRIVALS, June 11 and 12.

Superior, Cle.

John Carroll, St. Louis;

E. H. Fairchild, N. O.

J. W. Chisholm, Cle.

R. S. St. Louis, Cle.

M. McLean, Memphis;

R. B. Hartman, Nashville;

The Fastnet, Liverpool;

Memphis, Memphis.

DEPARTURES.

Superior, Cle;

John Carroll, Green River;

E. H. Fairchild, N. O.

B. & C. Hendon;

Floating Palace, Cairo;

Dickel, Cle;

J. W. Chisholm, St. Louis;

R. S. St. Louis, Cle;

M. McLean, Memphis;

R. B. Hartman, Nashville;

The Fastnet, Liverpool;

Memphis, Memphis.

The River was falling yesterday, with three feet accumulation in the canal last evening by the mark, which indicates a fall of an inch and a half the head of the fall's since Saturday. The weather was clear and, at times, very sunny, though it rained in the evening, and the promise of more at night.

Last night a heavy rain set in, accompanied with much lightning and thunder.

There are indications that the river rise is as yet, as the river has risen six inches in Pittsburgh, where there were 4½ feet water Saturday. A swell from the Kanawha and other tributaries may be looked for, which would very materially increase the height of the river.

Pittsburgh New Albany has continued to be a serious check to navigation, though several boats crossed the bar yesterday, finding four feet water. Nearly if not quite all the boats, in the channel, have been obliged to stop over, owing to the continued changes in the channel. The Kate French, which had taken a long rest on the bar, had worked over Saturday morning.

The Stephen Decatur took lodgings on the bar sometime Saturday, and had not got off at dark last evening. She had several boats in her company yesterday, but they managed to work off, and she was the only one on the bar in the evening.

The officers of the McLellan, which arrived from Memphis last evening, report but little over four feet water on the bars along the lower Ohio, but no damage.

Our latest advices from the lower Ohio from Paducah by telegraph Saturday evening, by special dispatch from O. L. Smith, clerk of the Diana.

The Diana is at Paducah Saturday with 342 tons of coal, having loaded at Louisville, and is out without grounding. There were fully four feet water on the shoestore bars, and five feet where the bars had "cutout" the channel.

The Diana, being down the right of the bar, was received by the mail boat Saturday.

The gallant Woodford, from New Orleans for passengers, was at Vicksburg Saturday morning, and laid up at New Albany, transferring her passengers to the mail boat.

A new steam fire engine for this city was received by the mail boat Saturday.

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CAD. UP.—The Diana arrived for this market packet for these many years, has at last succumbed to the inroads of time and laid up. The event, however, was somewhat hastened by the encroachments of the bottom of the river on the hull, which had become so weak at the bottom. She was towed to Jeffersonville Saturday, and the Evansdale takes her place in the trade, in charge of Capt. Crider.

LIONESS ROOKERY.—The inspectors at St. Louis, who took the life of Jas. A. Davis as a plot on account of his inexperience.

The wreck of the Grey Cloud occurred on the 25th of May, at 10 p. m., positively, from Portland.

For freight or passage apply on board or to D. S. BENEDICT & SON, O. C. BASHAM, Agents.

NEW ORLEANS.—The splendid passenger steamer ADRIATIC, John O. Kiley, master, will leave for New Orleans on Friday, June 15, at 4 p. m., positively, from Portland.

For freight or passage apply on board or to D. S. BENEDICT & SON, O. C. BASHAM, Agents.

NEW YORK.—The splendid steamer DIANA, John C. Parker, master, will leave for New York on Friday, June 15, at 4 p. m., positively, from Portland.

For freight or passage apply on board or to D. S. BENEDICT & SON, O. C. BASHAM, Agents.

NEW YORK.—The splendid steamer PACIFIC, John C. Parker, master, will leave for New York on Friday, June 15, at 4 p. m., positively, from Portland.

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NEW YORK.—The splendid steamer STEAMER DIANA, John C. Parker, master, will leave for New York on Friday, June 15, at 4 p. m., positively, from Portland.

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